



YANKEE POLO TEAM BEATS ENGLAND'S BEST

Americans Win First Game for Famous Cup After Up-hill Fight.

CROWDS LINE THE FIELD

Whitney and Milburn by Dashing Play Turn Impending Defeat Into Well Earned Victory at Hempstead.

The flower of England's polo players, here in quest of the famed international cup, made a bold and dashing stand, but were beaten by Harry Payne Whitney and his men of Meadow Brook on the field at Hempstead, Long Island, yesterday afternoon. It was the first of a series of two out of three matches, postponed from Wednesday because of the storm, and the American four, playing a plucky uphill game won by a score of 4½ goals to 3. Ten thousand persons, pulled bodily, as it were, out of the social register, looked on, at first in mute surprise, almost chagrin, but later with much show of enthusiasm and delight when the tide turned and flowed strongly toward the American forces.

When the excitement was over the crowd, to the last man, had high respect for the English army officers, and the feeling was more or less general that the cup was none too safe, even with one victory tucked away. The second match will be played on Monday and not tomorrow, as originally scheduled, in order to give the ponies a much needed rest.

The game yesterday was not without its accidents, but fortunately none resulted seriously. In the first few minutes of play Larry Waterbury lost his mallet when it became entangled in his brother's bridle, and almost at the same moment Devereux Milburn's pony crossed his legs and fell heavily. Later Larry Waterbury was unhorsed twice, but even while the crowd gasped in each case the riders were on their feet calling for a new mount. Each returned to the fray with renewed vigor and without showing the least sign of easing off or sparing himself or his ponies.

Britons Force the Fight.

For five periods the Britons forced the fight, and not only outplayed but outgeneraled the famous players who went to England two years ago and brought back the coveted trophy which has been in competition off and on for twenty-five years. The critics and polo enthusiasts who have been predicting an American victory by a wide margin stood aghast as the English players took the lead in the second period and increased it in the fifth, at the end of which the score read 3½ to 1½ in their favor. Those who had accepted the word of the railbirds and wagered their money at what turned out to be the foolish odds of 5 to 1 and 6 to 1 were almost panicstricken, as they realized, as even the novices could, that the invaders were not only holding their own but actually carrying the fight to the home players, on whom they had banked so largely.

Just when the outlook appeared darkest, however, the voice of Harry Payne Whitney, captain of the defending team, could be plainly heard in the stands shouting to his men: "Wake up, you fellows! Get after that ball!" Suddenly, as if by magic, the team woke up. Mr. Whitney himself set the example, and with dazzling speed and dashing abandon all four started an assault on the enemy's goal in the sixth period, with such good effect that two goals were shot and the score was tied.

Seventh Period Brings Victory.

Then came the seventh and victory. The American players, who appeared to get faster and surer as the struggle progressed, rushed the ball up the field for a sharp attack on the English goal. One shot was missed, but a moment later in a scrimmage directly in front of the posts Larry Waterbury made a sensational backhand stroke that sent the ball whizzing between the posts for the goal which spelled defeat for the plucky and clever Britons. Just previous to this a foul had cost the visitors half a goal, so that the score read 4½ to 3.

One period remained, but victory so hardly earned was not to be lost, so that in spite of the almost reckless play of the Englishmen, who once more took the aggressive, the home forces played hardy enough on the defense to hold their winning advantage.

In a few words is the story of a brilliant and sensational struggle that kept the crowd keyed up to concert pitch from beginning to end of a struggle that was forceful, exciting and gripping. There is more to tell, however, as few sporting fixtures of recent years have been crammed so full of sensational situations, such daring riding, and such brilliant playing, behind a setting which in itself was worth going far to see.

Whitney Plays Star Game.

Harry Payne Whitney, by his dashing play and capable leadership, was largely responsible for the victory of the American team. He it was who, breaking away with the ball in the first few minutes of play, carried it down the field for a goal-scoring goal. He it was who rallied his men when defeat was staring them in the face; and he it was who, after making many clever saves, led the charge in the sixth period and scored one of the two goals that brought the game to a tie.

Whitney was able supported by Devereux Milburn, who, while not playing up to his best form, was responsible for two goals by his accurate hitting and did much in "feeding" his forwards with the ball under the stress of one furious attack after another by the Britons. The Waterbury brothers were criticised by some for "missing" in the most unusual way, but, on the whole, they, too, played in a way to earn the plaudits of the crowd.

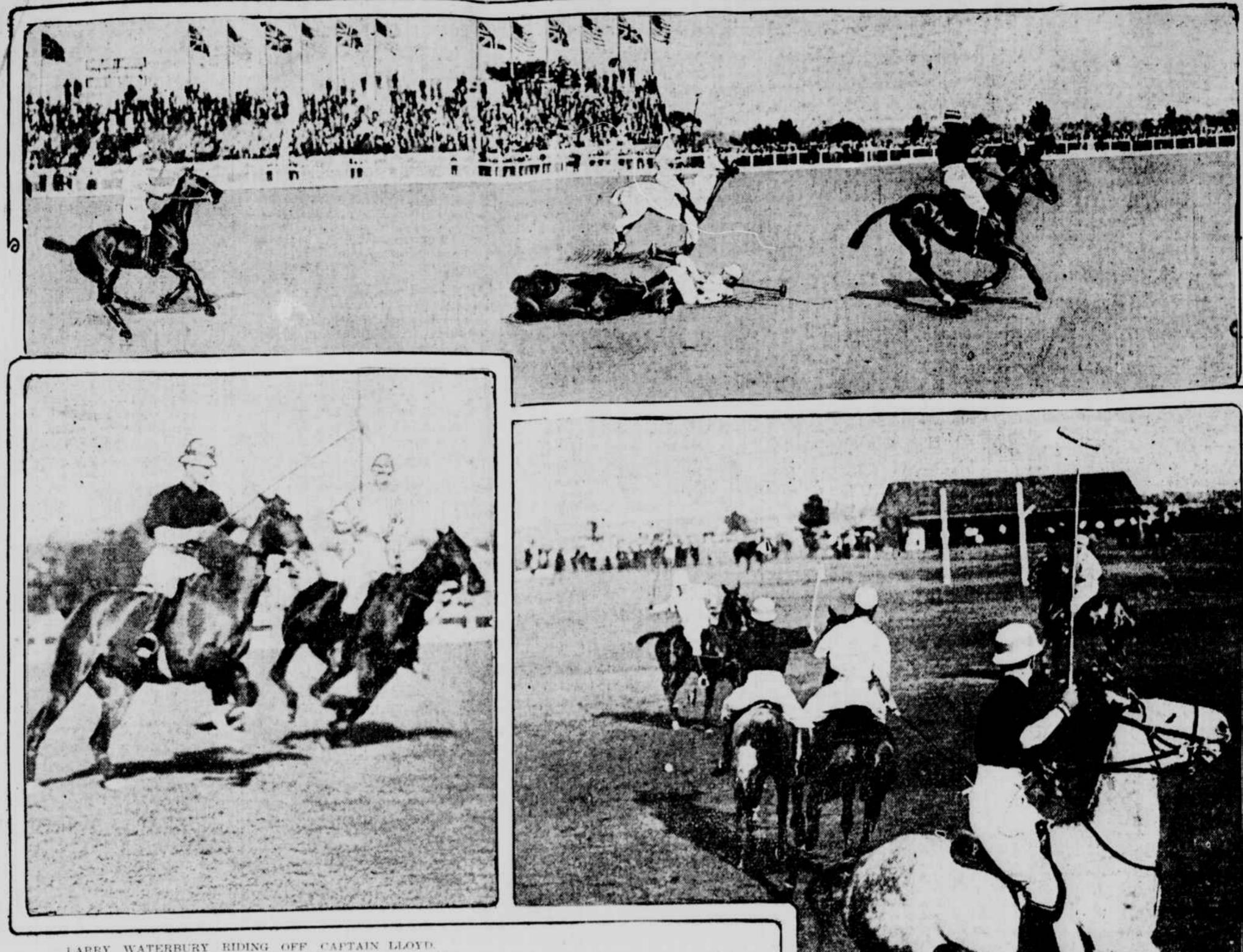
Lieutenant Edwards, at No. 2, was the outstanding star of the English team. He was everywhere—riding off, hitting and blocking. He shot all four goals for

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A SHARP PLAY AT THE INTERNATIONAL POLO MATCH—MILBURN GETTING UGLY FALL.

(Photograph copyright, 1911, by American Press Association.)



LARRY WATERBURY RIDING OFF CAPTAIN LLOYD.

(Photo by Camera News Association)

WARSHIP RUMOR DENIED

Contracts with Argentina Reported Defaulted.

2 DREADNOUGHTS ORDERED

Foreign Companies Fell Before American Concerns, Who Bid \$28,000,000.

A report circulating about the city and sent to London newspapers that the Fore River Ship and Engine Company, of Quincy, Mass., and the New York Shipbuilding Company, of Camden, N.J., had defaulted their contracts to build two battleships of the Dreadnought class for the Argentine navy, was denied yesterday by a retired American naval officer who is familiar with the whole situation. A member of the Argentine naval commission has been here some time inspecting the building of the big battleships.

The two ships, which together will cost \$28,000,000, are to become the nucleus of the projected Argentine navy, and are to have a guaranteed speed of 22½ knots. Each is to be of 28,000 tons. The Fore River company got the contract, and it will submit the contract for the construction of one of the two ships to the New York Shipbuilding Company.

The reason why the American bid was lower than the English tender is said to have been that the steel for the ships and the armor plating was to have been supplied here cheaper than abroad.

Wages were known to be higher here than in England or Germany, but the builders, it was announced, would save enough on their contracts for steel to enable them to balance the difference in cost of labor.

Preparations for laying the keel of one of these Dreadnoughts were completed at Camden on July 8, 1910. The contract for the armor and armament went to the Bethlehem Steel Company, and it was reported at the time that the order for so much material made it necessary to build an addition to the Bethlehem plant.

Foreign Bidders Cast Down.

The prospect of the contracts coming to the United States was foreshadowed in November, 1909, when the Argentine Naval Commission met in London and the American, British, German and other tenders were forwarded to Buenos Ayres. The German government was said to have offered the German shipyards a bonus of 15 per cent to enable them to undercut their British competitors. The British builders were much cast down. When it was announced that the American yards had captured the prize great envy was felt in England and Germany.

No shipbuilding contract ever created more interest than that signed a year ago last February by Rear Admiral George N. S. N. (retired), and the Argentine Naval Commissioner, Admiral Garcia.

Admiral Bowles gave out an interview at the Piccadilly Hotel, in London, as follows:

GEORGIAN ASSAULTS NEGRO

Democratic Congressmen and Champ Clark in Streetcar Fight.

Washington, June 1.—Representative S. A. Roddenberry, of Georgia, came to blows with a negro in a streetcar tonight. No great damage was done by the combatants. The incident, however, caused no little excitement.

Mr. Roddenberry, Speaker Champ Clark, Representative Ollie James and Representative Ben Johnson, of Kentucky, were among a number of members who had hoarded the car after the Democratic caucus shortly before midnight. A negro man and woman got on, and the woman sat beside Mr. Roddenberry. They remained between her and the Georgian a few inches of the longitudinal seat. Her escort sought to fill the space with a bulk fully twice that of Mr. Roddenberry, who is in the "bantam class."

As the negro seated himself and shoved back Mr. Roddenberry remonstrated.

The negro made some reply and poked an elbow into the Representative's ribs.

In an instant the Georgian was on his feet and had landed three or four stiff blows on the negro's face.

The negro aimed two or three blows at Mr. Roddenberry. The Georgian was quick as lightning and ducked or side-stepped them all.

Speaker Clark, Mr. James and Mr. Johnson then rushed between the combatants. The conductor and motorman also appeared and offered to put the negro off the car. The Representatives, however, decided that Mr. Roddenberry had asserted himself vigorously enough to teach a lesson and intervened on the negro's behalf. He was permitted to remain on the car.

STRIKE IN MAMMOTH CAVE.

Glasgow, Ky., June 1.—The regular daily quota of sightseers at Mammoth Cave were turned away to-day, as the twenty-five men who acted as guides there for years struck because they did not like the new manager.

"In addition to the arrangement existing between the Fore River Ship and Engine Company and the New York Shipbuilding Company, I think it is success while mentioning the fact that the work of these negotiations was secured only by the active co-operation of the

Yankee Polo Team," to the number of about four thousand, will march down Fifth avenue on Wednesday, in the third annual parade of the Street Cleaning Department.

Special Summer Resort Number

SUNDAY, JUNE 4th

You cannot afford to miss next

Sunday's Tribune

It will solve the question as to where you intend to spend your vacation this summer.

TO MOBILIZE AT SPITHEAD

British Fleet, 170 Strong, Will Require Six Square Miles.

London, June 1.—The admiralty has issued an official chart of the coronation review of the fleet at Spithead on June 24. Within the positions, covering about six square miles, will be gathered 170 British warships, from Dreadnoughts to submarines, while two square miles will be required for eighteen foreign warships and about sixty ocean liners and yachts.

The British vessels will be assembled in five long main lines, the foreign vessels forming the sixth line. Beyond the limits of the official review ground will be anchored hundreds of other yachts, merchant ships and pleasure steamers, forming an imposing display of British shipping.

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